

## RAIL HEAD BLAMES U. S. FOR CAR DEARTH

Illinois Central President  
Criticizes Fifteen Years'  
Government Control.

ASKS BIGGER EARNING

C. H. Markham Asserts  
Roads Have Not Got Full  
Share of New Capital.

PUBLIC'S AID COURTED

Pepper Urges Publicity—  
Business Association Re-  
jects Johnson.

Car shortage on the railroads, which is interfering seriously with the revival of business, was attributed last night by Charles H. Markham, president of the Illinois Central, almost wholly to "Government regulation as it has been practiced for fifteen years."

Mr. Markham was one of the speakers at the annual dinner of the Railway Business Association in the Hotel Commodore. Another speaker, James A. Emery, counsel of the National Association of Manufacturers, advocated the settlement of threatening disputes between a railroad and its employees by the force of public opinion based on the report of an impartial fact-finding committee of five persons appointed by the President of the United States.

### Asks Higher Rates.

All the speakers, including George Wharton Pepper, United States Senator from Pennsylvania, dwelt upon the necessity of opening to the public the facts as to railroad problems. Mr. Markham said that unfair regulation could not have been maintained had not railroad managements failed to take the public into their confidence.

"Reduction of rates were advocated on the ground that they were essential to a revival of general business," said Mr. Markham. "Without now arguing the question whether they were desirable or not, it is rotatable that general business began to revive before any reductions of rates were made."

### Johnson Rejected.

"The question is not what interest and dividends railways ought to pay. It is what they must pay to get capital. They have not got their share of it. That is almost the sole reason why railroad expansion has declined."

Senator Pepper advised a longer test of the features of the Esch-Cummings act, which undertake to define the limits between private control and public regulation. He added: "The only appeal from inside the world of transportation to the greater world outside should be an appeal to the best of all furies, the American public. It may be well worth while to provide adequate machinery for making such an appeal. Follow out the method of informing the public fully of what we do in industry, politics, all branches of the people's business. If we do we shall have in response the collective judgment of America."

Greater activity on the part of members of the Railway Business Association was urged by Alvin Johnson, president, in the address with which he opened the convention. Until the position of the so-called "radical members" of the new Congress can be determined Mr. Johnson urged redoubled efforts on the part of the association.

Guests of honor were James S. Alexander, C. W. Barron, R. M. Barton, Franklin Q. Brown, Charles W. Burkett, Walter S. Dickey, Alvin E. Finley, Edward J. Frost, James W. Gerard, George W. Goethals, Charles Hayden, Otto H. Kahn, Sir James Leigh-Wood, W. L. McMillan, Harrison Nash, Adolph S. Ochs, Herbert C. Pell, Jr., J. W. Platten, Mark W. Potter, W. A. Prendergast, George Haven Putnam, George M. Reynolds, Bird M. Robinson, Finley J. Shepard, Conrad Spens, James Speyer, Oscar S. Straus, Rodman Wanamaker and George W. Wickersham. There were about 1,100 diners.

Mr. Johnson was re-elected president. The following were chosen to serve with him: Vice-presidents, William H. Woodin, New York; Stephen C. Mason, Pittsburgh; Charles J. Symington, New York; P. A. Ford, Chicago; S. L. Smith, Cleveland; J. G. Platt, Boston; W. E. Sharp, Chicago, and treasurer, P. Harvey Middleton.

**SAYS PLANE CARRIERS  
ARE KEY TO DEFENSE**

Moffett Asserts They Can In-  
sure Nation's Safety.

WASHINGTON, Nov. 9.—Rear Admiral Moffett, Chief of the Navy Bureau of Aeronautics, declared to-day after an inspection of the new airplane carrier Langley in Chesapeake Bay that "the air fleet of an enemy will never get within striking distance of our coasts as long as our aircraft carriers are able to carry the preponderance of air power to sea."

Brig-Gen. William Mitchell, Assistant Chief of the Army Air Service, declared Tuesday that protection of America's coasts now depended upon the air forces of the nation, backed by a good army.

"I have seen aircraft carriers successfully landed and take off from the Langley," Admiral Moffett said, "and a thorough test was made of the features of the ship which will enable our airplane carriers to afford the maximum of service in aircraft defense and offense to the navy. We are working along correct lines in the development of the carrier. All developments that are incorporated in the Langley have been evolved by American talent and represent the most advanced thought and careful investigation on the subject."

He urged that the full tonnage of airplane carriers allowed this country under the arms conference treaty be built.

"We are allowed a tonnage of 125,000 in carriers for aircraft under the limitation of armament treaty," he said, "and we will need every ton of this to supply an adequate aviation complement to the fleet."

"Other countries have agreed that this figure expresses the minimum of our requirements and surely we cannot afford to rate ourselves lower than the nations which we have been assigned by international agreement."

## LANE DISLIKED WILSON METHODS ON LEAGUE

Continued from First Page.

only has moved it but has kept in the lead.

### 'What We Want.'

A greater America—that is our objective. We want our unused lands put to use.

We want the farm made more attractive through better rural schools, better roads everywhere, more frequent connection between town and farm, better means of distribution of products.

We want more men with garden homes instead of tenement houses.

We want our waters, that flow idly to the sea, put to use; more stored water for irrigation, more hydro-electric plants to supply industries, railroads and home and farming activities. There should be electric lights upon the farm and power for the sewing machine and the churn. It can be done, because it is being done on the best farms of the far West.

We want our streams controlled so that they do not wash away our cities, farms and railroads, and so as to redeem the submerged bottom lands for the next generation.

We want fewer boys and girls, men and women, who can not read or write the language of our laws, newspapers and literature.

We should dignify the profession of teaching as the foundation profession of modern democratic life.

### Fiscal and Social Problems.

We want definite and continuing studies made of our great industrial and social problems. The framing of our policies should not be left to emotional caprice, or the opportunism of any group of men, but should be the result of sympathetic and deep study by the wisest men we have, irrespective of their politics. There should be industrial conferences, such as those recently inaugurated, to arrive at the ways by which those who furnish the financial arm of industry and those who furnish the working arm of industry may most profitably and productively be brought into cooperation.

Through the study of what has been done, we can give direction to our national thought and work with a will toward a condition in which labor will have recognition and be more certainly insured against the perils of non-occupation and old age, and capital become entitled to a sure return, because more constantly and

productively used.

Then, too, we need a study made of the health conditions of our children—of the reason for the large percentages of undeveloped and subnormal children who are brought to our schools, and the larger number who do not reach maturity. . . . Underfed boys and ignorant boys are the ones who turn to Bolshevism. We can not stand pat and let things drift without their drifting not to the "good old days" but to bad news days.

Why should not our system of taxation be subject for the profoundest study? . . . We must find ways by which the individual may have tools for production which his skill and foresight and thrift have created and yet take for society in taxes what society itself gives. . . . There must come to society an increasingly large portion of the wealth created by each generation through inheritance taxes. Thus all our boys and girls will starve the race of life more nearly at the scratch. This will be for the making of the race and for the ennobling of the whole of society. Yet there must be saved, surely, the call upon the man of talent for every ounce of energy that he has and every spark of imagination.

### Soldiers and Sailors.

We want our soldiers and sailors to be more certain of our gratitude and to have an opportunity to realize their own ambition for themselves. We must not be driven into any foolish or impossible course by the pressure of a desire to win their votes.

On the contrary, the pressure should come from us who had not the opportunity to risk our lives, that those who did take such risk shall be highly honored.

For those who will identify themselves with the tilling of the soil, there should be farms, small yet complete, for which they can gradually pay on long time. For others there should be such education for professional or industrial life as they desire. For others, a home, not a speculation in real estate, but a piece of that American soil for which they fought. For these things we can pay without extra financial strain, if we dedicate to this purpose merely the interest upon the monies which other nations owe us.

The extent of our willingness to hold these men is not to be measured by their request, but rather by our ability and their lasting welfare. . . . We are to extend our activities into all parts of the world. Our trade is to grow as never before. Our people are to resume their old place as traders on the seven seas. We are to know other peoples better and make them all more and more our friends, working with them as mutually dependent factors in the growth of the world's life. For this day a definite foreign policy must be made, one that is fair; to which none can take exception. Our people shall go abroad for their good and the good of other lands, with their skilled hands and their resourceful minds, and their energetic capital, and they must be assured of support abroad, as at home, in every honest venture.

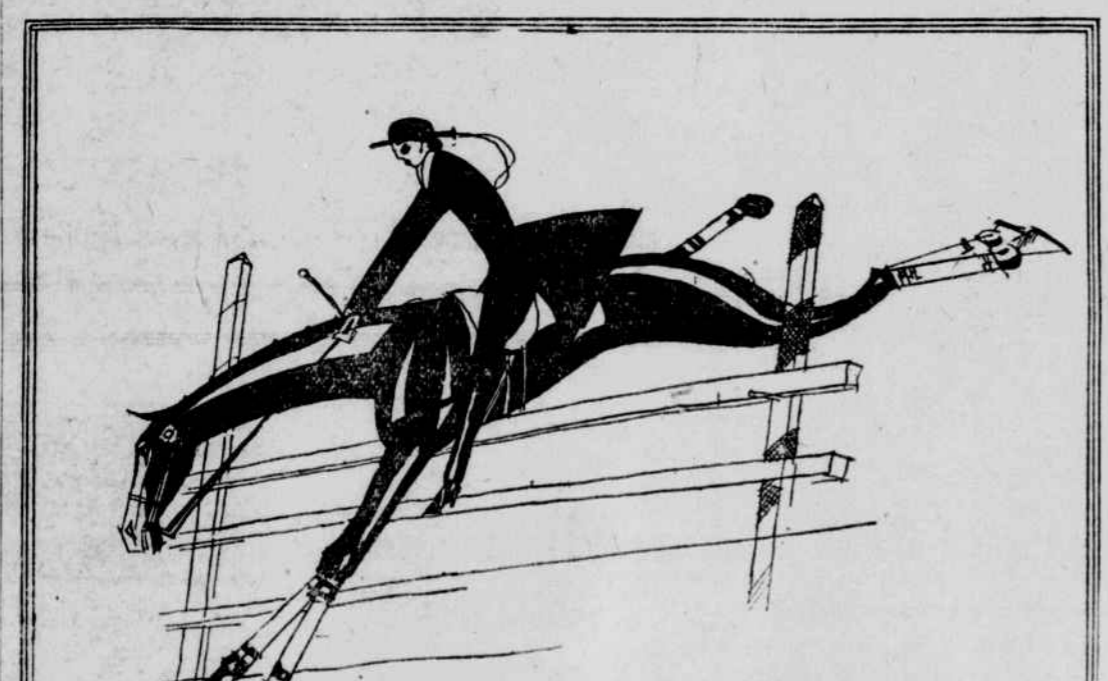
True Americanism.

America's ambition is to lead the world in showing what democracy can effect. This would be my conception of the large idea of the campaign. It involves much more than the League of Nations. This is our hour of test. We must not be little in our conception of ourselves, nor yet have a conceit that is self-destructive. America must prove herself a living thing, with policies that are adequate to new conditions. . . . We wish an international settlement that will enable us to be more supremely great as nationalists. This is the significance of the League of Nations. It is a plan of hope. It is the only plan which the mind of man has evolved which any number of nations has ever been willing to accept as a buffer against devil made war. . . . It is a monumental experiment which this century and other centuries will talk of and think of and write of because it involves the lives of men and women under it, and there is the possibility of giving our full thought and energy and wealth to making life more enjoyable and finer instead of more horrible and cruel.

While other nations are in the mood we should agree with them that we may spend our lives and money in a rivalry of progress rather than in a competition in the art of scientific boy murder. There are times when war is the ultimate and necessary appeal, but those times should be made fewer by American genius and sacrifice.

And our prestige and power should not be wasted at this critical time, because out of some fecund mind may come an abstract and legalistic plan for some other kind of league. Let us be practical. Let us go to the fullest limit with other nations who are now willing to join hands with us, yet never yielding the Constitutional Congressional control over our war making. . . . Let us take thought to-day of our opportunities else these may not exist to-morrow. . . . Cordially yours, FRANKLIN K. LANE.

The tenth instalment of Mr. Lane's letters will appear in THE NEW YORK HERALD to-morrow.



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## SAY ACADEMY HEAD SANCTIONED HAZING

Midshipmen Called by Defense  
Cite Speech and Letter by  
Admiral Wilson.

Special Dispatch to THE NEW YORK HERALD.

ANNAPOLIS, Nov. 9.—Efforts to show by midshipmen, called as witnesses for the defense, that Rear Admiral Henry R. Wilson, superintendent of the Naval Academy, was responsible through oral and written statements for the attitude of first classmen toward plebes which led to charges to-day marked the court-hour of test. The testimony also referred to portions of a letter written by him on the same subject—the duties and responsibilities of first classmen toward under classmen.

Midshipman Willie C. Parker, Jr., first class, proved a bold witness. He said that Admiral Wilson in May speech had intimated he was in favor of hazing, and, then checking himself, had said: "I must not say that; it is against the law. But the freshmen ought to be taken out of the plebes."

Parker was not able to quote the exact language of Admiral Wilson, but said that he remembered it because the superintendent's remark caused a general laugh, this perhaps prompting the amendment to his statement.

Parker said certain portions of the Admiral's letter were interpreted by midshipmen in general as sanctioning or even counseling the sort of thing for which midshipmen are now charged with

hazing. Reference was made to the statement "instruction is as necessary as persecution is unnecessary," and the "mission of the senior in the service is to instruct and train the junior."

Parker stated that upper classmen as a rule thought these statements justified the interrogation of plebes on seamanship and a reasonable amount of correction and instruction in this subject. Other questions, he said, were asked in fun.

Midshipman Thomas E. Boyce of Indiana testified he had understood the superintendent to say he "believed in hazing to a certain extent," warning the upper classmen, however, against brutality, interfering with mental tasks, and requiring any mental tasks. Boyce said Admiral Wilson had made it clear that personal questions should not be addressed to plebes.

Boyce is charged with permitting hazing. He was senior midshipman at the table where the incidents for which Gilmer is now being tried took place. He stated this in his testimony, but said he did not regard anything which took place as hazing.

Boyce also testified that Bonifant, the chief complaining witness against Gilmer, had said that he was resigning to study law and because of physical defects, and had denied that hazing had anything to do with his resignation. Several midshipmen and Assistant Chairman Robert E. Millard testified as to Gilmer's high character and good standing at the academy.

Fourth classman James G. Bonifant, the chief witness against Gilmer, who was doused with water while in bed early yesterday morning, was to-day given leave by Admiral Wilson and is with his parents at an Annapolis hotel.

### ASKS \$20,000 FOR LOST TOOTH.

Special Dispatch to THE NEW YORK HERALD. HAMMOND, Ind., Nov. 9.—Martin Lys, a railroad man, asks \$20,000 for a tooth lost, he charges, in a fight when Tom Zaman, a railroad foreman, deducted the price of a soft drink from his pay check. The suit was filed in the Lake County Superior Court.

## Most big men eat small lunches

BRAIN workers who find their  
minds "let down" in the early  
afternoon are probably eating too  
much lunch.

A light lunch, with plenty of  
milk, would keep them keyed up  
to the highest point of efficiency.

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sleepy. Drink milk.

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